THE EVENING STAR

Chicago Office: Tribune Building. The Evening Star, with the Sunday morning edi-ion, is delivered by carriers, on their own account, within the city at 50 cents per month; without the

By mail, postage prepaid;
Daily, Sunday included, one mouth, 60 cents.
Delly, Sunday excepted, one mouth, 50 cents.
Saturday Star, one year, \$1.00.
Sunday Star, one year, \$1.50.

### RAILROADS.

Baltimore and Ohio R. R.

Baltimore and Unio R. R.

LEVERY OTHER HOUR ON THE ODD HOUR"
TO PHILADELPHIA AND NEW YORK.

\*TOO E.M. Diner Pullman Parlor.

18.00 a.m. Diner and Pullman Parlor Car.

11.00 a.m. Diner and Pullman Parlor Car.

11.00 a.m. Diner and Pullman Parlor Car.

11.00 p.m. Diner and Pullman Parlor Car.

11.00 p.m. Coaches to Philadelphia.

25.00 p.m. Coaches to Philadelphia.

25.70 p.m. Sleepers.

25.7 a.m. Sleepers.

ATLANTIC CHTY. 22.57. \*7.00. \*9.00. †11.00

2.m., \*1.00. \*3.00. †5.00 p.m.

(Week days, 7 a.m. to 8.00 p.m.)

"EVERY HOUR ON THE HOUR"

(Week days, 7 a.m. to 8.00 p.m.)

TO BALTIMORE, WITH PULLMAN SERVICE,

Week days, 2.57, 5 00, 6.30, 7.00, 7.20, 8.00, 8.30,

9.00, 9.30, 10.00, 11.00 a.m., 12.00 noon, 12.05,

1.00, 2.00, 3.00, 4 00, 4.45, 5.00, 5.03, 5.30, 6.00,

6.30, 7.00, 8.00, 10.00, 10.35, 11.30, 11.35 p.m.

Sindays, 2.57, 7.00, 7.20, 8.30, 8.00, 10.00, 11.00

a.m., 1.00, 1.15, 3.00, 3.30, 5.00, 8.30, 6.30, 8.00,

10.00, 10.35, 11.30, 11.35 p.m.

WESTWARD.

CHICAGO & NORTHWEST, \*11.00 a.m., \*5.30 p.m.

10.00 10.35, 11.30, 11.35 p.m. WESTWARD.

CHICAGO & NORTHWEST, \*11.00 a.m., \*5.30 p.m. CINCINNATI, ST LOUIS and LOUISVILLE, \*10.05 a.m., \*4.05 p.m., \*12.45 night.

P'TISBURG, \*11.00 a.m., \*9.10 p.m., \*12.40 nt. CLEVELAND. \*9.10 p.m. COLUMBUS, \*5.30 p.m. WINCHESTER, 8.35 a.m., \*74.05, †5.00 p.m. WINCHESTER, 8.35 a.m., \*74.05, †5.00 p.m. ANNAPOLIS, week days, 7.20 a.m., 12.05 noon, 6.00 p.m. Sundays, 8.30 a.m. and 5.30 p.m. LURAY and ELKTON, \*4.05 p.m., parfor car. FREDERICK, †8.85, ‡9.15, \$10.05, †11.00 a.m., \$1.15, †4.05, †5.30 p.m. H2 GERSTOWN, †10.05 a.m., and †5.00 p.m. BOYD and way points, †8.35, \$9.15 a.m., \$1.15, †5.00, †5.35, \$10.10, †11.20 p.m. GAITHERSBURG and way points, †8.35, \$9.15 a.m., \$1.15, †5.00, †5.35, †6.50, ‡7.35, \$10.15, †11.30 p.m. WASHINGTON JUNCTION and way points, †8.35, \$9.15 a.m., \$1.15, †5.00, †5.30 p.m. WASHINGTON JUNCTION and way points, †8.35, \$9.15 a.m., \$1.15, †5.00, †5.30 p.m. TEXECUTE TO SEE TO SEE

Station Corner of 6th and

### B Streets.

7.50 A.M. daily. PITTSBURGH EXPRESS AND CHICAGO SPECIAL .- Parlor and Dining Cars Harrisburg to Pittsburg. Connects for Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harrisburg.

man Buffet Parlor Car to Harrisburg. Parlor Car Harrisburg to Pittsburg. Pennsylvania Rail-

ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis and St. Louis. Buffet Parlor Car to Harris-

Dining, Smeking and Observation Cars from Harristurg. For Indianapolis Louisville and St. Louis. Buffet Parlor Car to Harrisburg.

8.40 P.M. daily. PENNSYLVANIA SPECIAL (18 Tim. daily. Ticket offices, 705 15th st., 511 Pa. ave. and

.40 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS.-Sleeping Cars Washington to St. Louis Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cinclausti and Louisville). Sleeping Car to Harris-

5.40 P.M. daily. CHICAGO LIMITED.-Sleeping Ca: Washington to Chicago and Cleveland. Pennsylvania Railroad Cafe Car Baltimore to Harrisburg. Sleeping, Smoking, Dining and Observa tion Cars from Harrisburg. For Chicago and

Sleeping Car Harrisburg to St. Louis and Cinclanati.

7.40 P.M. daily. WESTERN EXPRESS .- Pullman Slee ing Car to Pittsburgh and Chicago. Dining Car to Chicago. 7.40 P.M. daily. CLEVELAND AND CINCIN-

NATI EXPRESS .- Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland, Barberton and Cincinnati. Dining Car.

10.40 P.M. daily. PITTSBURGH SPECIAL .- Pullman Sleeping Car to Pittsburgh. Dining Car Al-10.40 P.M. daily. PACIFIC EXPRESS,-Pullman

Sleeping Car to Harrisburg and Harrisburg to Pittsburgh. Connects for Cleveland and Toledo. 7.50 A.M. daily. BUFFALO DAY EXPRESS, with through Buffet Parlor Car and Coaches to Buffalo

7.50 A.M. for Erie daily, Canandaigua, Rocheste and Nisgara Falls daily, except Sunday. 10.50 A.M. for Renovo daily, and Elmira days. For Williamsport daily, 3.40 P.M.

7.15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction. 7.40 P.M. daily for Erie, Rochester, Buffalo and

Niagara Falls, with Sleeping Car Washington to Rochester.

16.40 P.M. dally for Erie, Canandaigua, Rochester, Buffalo and Niagara Falls.

# For Philadelphia, New

York, and the East. 4.00 P.M. "CONGRESSIONAL LIMITED" for New York only, daily, all Parlor Cars, Dining

Express, 6.55, 8.50, \$10.00 (New York only) and \$11.00 A.M., \$12.35, \$3.00, \$4.45, 6.50 and 10.00 P.M., 12.30 night. On Sundays, 18.56, 111.00 A M., 12.01, \$3.00, \$4.45, 6.50 and 10.00 P.M.,

For Philadelphin only, Express, 7.40, 10.00 A.M., 12.01 P.M. week days, 2.00, 3.15, 4.00, \$5.35 and 5.40 P.M. daily; 6.55 A.M. Sundays.

For B ston, without change, 7:40 A.M. week days For Baltimore, 5.00, 6.15, 6.55, 7.40, 7.50, 8.50,

10.90, 10.50, 11.00 A.M., 12.01, 12.35, 1.10, 1.15, 2.00, 3.00, 3.15, 5.40, 4.00 (4.00 Limited), 4.20, A.M., 12.01, 1.15, 2.00, 3.00, 3.15, 3.40, 4.00 (4.00 Limited), 4.20, 4.45, 5.35, 5.40, 6.10, 6.50, 7:15, 7.40, 10.00, 10.40 P.M. and 12.30 night. 'Atlantic City Special." 1.10 P.M. week days. For Cape May, 12.35 P.M. week days; Sundays,

12.30 night. For Asbury Park, 11.00 A.M. and 12.35 P.M. weel

For Annapolis, 7.40, 8.50 A.M., 12.35, 4.48 and 5.40 P.M. week days. Sundays, 8.50 A.M., 5.40

For Pope's Creek Line, 7.50 A.M. and 4.48 P.M. week days, 9-20 A.M. Sundays. Ticket offices, corner Fifteenth and G Streets

and at the statlon, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences. Teleph-ne call "Main 3730" for Pennsylvania

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General Passenger Agent.

W. W. ATTERBURY, General Manager. Pass'r Traffic Manager. GEO. W. BOYD,

Pages 17-20. The Kvening Star. Part 2.

WASHINGTON, D. C., FRIDAY, JULY 6, 1906-TWENTY PAGES.

### RAILROADS.

Schedule of Excursion Trains TO AND FROM CHESAPEAKE BEACH

Effective May 26, 1906. Subject to change without notice.

WEEK DAYS. Going-Leave District Line Station, 9:25, 11 a.m., 2:30, 5:40, 7:45, 9:45 p.m. Returning-Leave Chesapeake Beach, 6:35 a.m. 12:45, 2:15, 6, 8, 10 p.m.

SUNPAYS AND HOLIDAYS. Going-Leave District Line Station, 9:25, 11 a.m. 2:30, 3, 4, 7:45, 9:45 p.m. Returning — Leave Chesapeake Beach, 7 a.m., 12:45, 2:10, 6, 8, 9, 10 p.m.

my23-tf-30 PAUL Y. WATERS, Gen. Manager. Chesapeake & Ohio Ry. SCHEDULE IN EFFECT JULY 1, 1906.

2:00 P.M.—OLD DOMINION EXPRESS, daily.—
Stops at principal points in Virginia and West Virginia. Vestibule train; standard coaches; parlor cars to Virginia Hot Springs and Hinton. Puliman sleepers Hinton to Louisville, Cincinnait, Indianapolls, St. Louis and Chicago; dining cars a la carte service. dining cars, a la carte service.
O P.M.-NEW C. & O. LIMITED, daily.-Fast new vestibule train; stops only at Gordonaville, Charlottesville, Staunton, Clifton Forge and Covington, Va.; White Sulphur, Ronceverte and Hinton, W. Va. Pullman sleepers to Lexington, Louisville, Cincinnati, Indianapolis, St. Louis and Chicago. Dining cars, a la carte service. One night out.

1:10 P. M.-F. F. V. LIMITED, daily.—Solid vestibule train. Pullman sleepers to Cincinnati, Lexington and Louisville. Compartment sleeping car to Virginia Hot Springs weekdays. Dining cars, a la carte service. Sleepers Cincinnati to Chicago and St. Louis and Louisville to Memphis, Nashville and southwest.

Reservations and tickets at Chesapeake and Oble Offices, 513 Pennsylvania avenue; 609 14th street near F, and Sixth Street Station. Telephone Main 3730 for Pennsylvania R. R. Cab Service, and Main 1066 for C. & O. Ticket Office.

N. B.—Following schedule figures published only as information, and are not guaranteed.
7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.
10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia. Savaumah and Jacksonville. Dlining car service.
11:15 a.m. Daily. United States Fast Mail. First-class coaches and sleeper to New Orleans. Dlining car service.

First-class coaches and sleeper to New Orleans. Dining car service.

4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. Dally. Local for Warrenton. Charlottesville and Intermediate stations; week days for Strasburg.

7:30 p.m. Dally. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga.; Sunset tourist sleeper Washington to San Francisco Mondays, Wednesdays and Fridays.

8:50 p.m. Dally. New York and Florida Express. Through coaches and sleepers to Columbis, Savannah and Jacksonville. Sleeper to Augusta and Port Tampa. Dining car service.

10:00 p.m. Dally. New York and Memphis Limited (via Lynchburg). First-class coach and sleeper to Boanoke, Knoxville, Chattanooga and Memphis; sleeper to Birmingham and New Orleans. Dining car service.

car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train: observation car to Atlanta and Macon; club car to Atlanta: sleepers to Nashville. Atlanta, Macon, Birmingham and New Orleans. Dining car service.

TRAINS ON BLUEMONT BRANCH.
Leave Washington 8:10 a.m., 1:30, 4:15, 4:45, 5:05 p.m. week days for Bluemont; 6:28 p.m. week days for Leesburg only. On Sunday leave Washington 9:01, 9:10 a.m., 6:28 p.m., for Bluemont.

mont.

Through trains from the south arrive Washington 6:42, 6:52, 9:50, 11:05 a.m., 3:00, 9:30 and 9:50 p.m daily. Local trains from Strasburg 8:10 a.m. week days: Harrisonburg, 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville 3:10 a.m.; from Lynchburg and Charlottesville, 9:20

B. SPENCER, G.M. S. H. HARDWICK, P.T.M. H. TAYLOE, G. P. A. L. S. BROWN, G. A. Seaboard Air Line Railway TICKET OFFICE, 1421 PENNA, AVE.
For Petersburg, Raleigh, Wilmington, Columbia, Savannah, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orleans, 10.00 A.M. DAILY—Seaboard Mail—Through Pullman Sleeper to Jacksonville, Fla.; also through Sleeper Washington to Birmingham, Ala. Cafe Diaing Car Washington to Hamlet, N. C.
6.25 P.M. DAILY—Seaboard Express—Solid train to Jacksonville and Tampa, with Fullman Sleepers, Through Sleeper to Atlanta, Birmingham and Memphis, Also through Sleeper to Pinehurst daily except Sunday. Cofe Diving Car.

# ATLANTIC COAST | INE

Effective May 27, 1906.

Notice.—These departures are given as information, as well as connections with other companies, but arrivals and connections are not guaranteed.

4:30 a.m. daily—Sleeping Car New York to Jacksonville, Fla.

8:45 p.m. daily—Sleeping Cars New York to Jacksonville, Fla.; New York to Port Tampa, Fla., via Jacksonville; New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Connects at Petersburg for Norfolk via N. & W. DINING CAR SERVICE on this train.

this train.

For tickets and all information apply at the OFFICE OF THE LINE, 601 PENNSYLVANIA AVENUE NORTHWELT, AND PENNSYLVANIA RAILROAD STATION.

GEO. P. JAMES,
District Passenger Agent, Washington, D. C.
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Pass. Traffic aigr., Wilmington, N. C. POTOMAC RIVER BOATS.

4 lines, 1t, 60c. 3t. \$1.20. 1 wk., \$2.52. 1 mo., \$7.20. WASHINGTON & POTOMAC STEAMBOAT CO.

(Randall Line.)

STEAMERS FOR POTOMAC RIVER LANDINGS.

Str. Harry Randall, Monday and Wednesday at 4 p.m., and Saturday, 7 a.m., for river landings; to Wicomico river and Nomini creek landings; Lower Machodoc creek Wednesday only. Returning steamer arrives in Washington Wednesday and Friday mornings and Sunday afternoons.

Steamer Wakeheld, Sunday, Tuesday and Thursday at 7 a.m., for river landings, including Port Tobacco creek, Maddox creek and the Wicomico river to Chaptico. Returning, arrives in Washington Monday, Wednesday and Friday afternoons.

Steamer for Glymont and intermediate landings at 9 a.m. daily except Sunday; returning about 4 p.m. my21-tr

## STEAMSHIPS. Peoples Line.

NEW YORK-ALBANY.

Steamers C. W. MORSE, even dates June, and ADIRONDACK, alternating, lv. Pier No. 82, N. R., foot of Canal St., 6 P.M., and West 129th St., 6:30 P.M. daily (Sundays included). Direct connection at Albany for all points. Orchestra. Automobiles carried. Time-table and Summer Book Free, "Beautiful Hudson by Searchlight." 10c. HUDSON RIVER BY SEARCHLIGHT.

OCEAN TRAVEL.

FRENCH LINE. Direct Line to Havre-Paris (France).

Sailing every Thursday at 10 a.m. From Pier No 42. North River, foot Morton st. N.Y.

\*La Touraine... July 12 \*La Lorraine... August 2
La Bretagne... July 19 La Gascogne... August 9

\*La Provence... July 26 La Bretagne... August 16 "Twin-screw steamers.

GEORGE W. MOSS, 1411 G ST. N.W.

AMERICAN LINE. ATLANTIC TRANSPORT LINE. Minnetonka.....July 7 | Minneapolis....July 21
Mesaba.....July 14 | Minnehaha.....July 28

RED STAR LINE. N. Y. DOVER-ANTWERP (LONDON-PARIS).
Kroonland. July 7 | Vaderland. July 28
Zeeland. July 14 | Finition August 4
PHILADELPHIA-ANTWERP (Pier 56). Menominee July 20 Maniton August 31
Marquette August 3 Menominee Sept 4 WHITE STAR LINE.

WHILE SIAK LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL.

Is lestic. July 11 Teutonic. July 25
Celtic. July 18 Cedric. July 27
Decanic. July 18 Baitic. August 1

SOSTON-QUEENSTOWN-LIVERPOOL.

Republic. July 12 Arabic. August 16
Cymric. July 19 Republic. August 16
TO MEDITERRANEAN AZOITES

PROM NEW YORK.

### OCEAN TRAVEL.

CUNARD LINE. FROM PIERS 51-52, NORTH RIVER.

TO LIVERPOOL VIA QUEENSTOWN. Umbria...July 14, 10 am Etruria...July 28, 10 am Caronia...July 17, 1 pm Carmania...July 31, noon Campania...July 21, 2 pm Lucania...Aug. 4, 2 pm GIBRALTAR, GENOA, NAPLES, ADRIATIC, New Modern Twin-screw Steamers. SLAVONIA... July 10, 10 a.m.; Aug. 28, Oct. 16 PANNONIA... July 17, 2 p.m.; Sept. 11, Oct. 30 CARPATHIA... July 31, 1 p.m.; Sept. 25, Nov. 20

VERNON B. BROWN, G. A., 24.24 State st., N.Y.,
Opposite the Battery.
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G. W. MOSS, Agent, 1411 G st. n.w., Washington.
fe16-lyr,eSu,20 NORTH GERMAN LLOYD.

Fast Express Service. PLYMOLTH—CHERBOURG—BREMEN.
Kalser...Jug 10, 10 am K.Wm.H. Ang. 21, 6 am
K.Wm.H...July 17, noon Kronprinz. Sept. 4, 7 am
Kronpr'z...July 31, 11 am
Kalser... Aug. 7, 10 am K.Wm.H. Sept. 18,5:30 am
Twin-Screw Passenger Service. PLYMOUTH-CHERBOURG-BREMEN.
Kurfuerst. July 12, 10 am Friedrich... Aug. 9, 10 am
Barb'ssa... July 19, 10 am Kurfuerst. Aug. 14, 10 am
Bremen... July 24, 10 am Bremen. Aug. 23, 10 am
P. Allee... Aug. 2, 10 am Bremen. Aug. 28, 10 am

Mediterranean Service. GIBRALTAR—NAPLES—GENOA.

P. Irene. July 28, 11 am K. Luise. Sept. 15, 11 am K. Luise. Aug. 11, 11 am K. Albert Sept. 29, 11 am K. Albert Sept. 29, 11 am F. Irene. Oct. 13, 11 am P. Irene. Sept. 1, 11 am K. Luise. Oct. 27, 11 am OELRICHS & CO., NO. 5 BROADWAY, N. Y. E. F. DROOP & SONS CO., 925 PENNA. AVE. fe3-312t, e8u. 27

ANCHOR LINE. GLASGOW AND LONDONDERRY
Salling from New York every Saturday
NEW TWIN SCREW STEAMSHIPS
"CALEDONIA" and "COLUMBIA"
Average passage 7½ days.
AND FAVORITE STEAMSHIPS
"Astoria" and "Furnessia."
For rates of Saloon, Second Cabin or Third Class
Passage, Book of Tours and further information
apply to HENDERSON BROTHERS, New York.
Or G. W. MOSS, 1411 G st. n.w..

E. F. Droop & Sons, 925 Pa. ave. n.w., Washington, ap25-78t, eSu, 15

Hamburg-American Line. Twin Screw Passenger Service. Mediterranean Service.

TO NAPLES AND GENOA.

P. Oskar. ... July 17 P. Adalbert ... August 7 tMoltke ... July 24 tMoltke ... Sept. 11 tCalls Gibraltar, has Grill Room and Gymnasium. TRAVELERS' CHECKS ISSUED BY THE COMPANY.

HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y. E. F. DROOP & SONS, 925 Pa. ave. je27-w.f.sa,m.tf

MEDICAL. 4 lines, 1t, 60c. 3t, \$1.20. 1 wk., \$2.52. 1 mo., \$7.20. DR. FISK ELGIN.

Expert in treatment of private diseases, chronic and acute. Both sexes. All consultations confidential, Medicine furnished. Prices moderate. Hours, 9 to 1, 3 to 6, 7 to 9. 1233 Pa. ave. n.w. 'Phone M.1819. my27-60t\*6 Dr. Leatherman. Expert Specialist on all contagious blood, skin and delicate diseases of men and women. Med. furnished. Advice free. 512 10th st. n.w. mh31-tf-5

W. T. BALDUS, M.D., PH.D., GERMAN SPE-cialist on Diseases of the Brain, Nervous System, Heart, Kidneys, Stomach and other Diseases, Doctor's service and medicine, \$2. Tel. M. 2516, Hours, 10 to 1, 4 to 9. S.E. cor. 6th and F n.w. jv19-tf.5

# Dr. Reed,

Specialist, 509 12th Street 25 YEARS' SUCCESSFUL PRACTICE IN

Diseases of the Brain and Nervous System. Skin, Blood, Heart, Stomach, Liver, Kidners, Bladder, Nose, Throat and Lungs, Stricture, Varicocele and Hydrocele cured. No pain. No loss of time. Blood Diseases and Disorders of the Urinary Organs promptly relieved and permanently cured by safe methods. Charges low. Free consultation in person or by letter. Hours: 10 to 1 and 3 to 6; Sundays, 10 to 1.

# GENERAL NEWS GATHERED

ON THE RIVER FRONT

The tug Bohemia of Philadelphia came up the river vesterday afternoon, towing four large barges, laden with coal, from Philadelphia. One of the barges was docked at Alexandria, and the others were brought up to Georgetown and berthed there to unload their cargoes. The five barges had aboard about 4.000 tons of coal for fall and winter consumption. From now until cold weather comes there will be several tows of coal-laden barges coming into port here each week, as the dealers are now laying in their supplies of the fuel to meet the de mands of the early fall.

Arrived: Schooner Alice Holbrook, with ice aboard from Maine, in tow of tug W. H. Yerkes, jr.; bugeye William Vilas, lumber from a lower river point; schooner Belmont, from a river point, laden with lumber and cord wood; C. C. Company's barge No. 9, light, from a New England port, to load Cumberland coal for Boston at Georgetown; schooner E. C. Shultz, loaded with building stone, in tow of tug Camilla; barges Rap-pahannock and A. W. Embry, coal, from

Philadelphia. Sailed: Schooners Eugie and Kate, light, for the Rappahannock river, to load lum-ber for this port; schodner Earl Biscoe, light, for Maddox creek, to load cord wood schooner Nettie, light, for a Virginia lumber port, to load: schooner R. Mason, for a down-river point, to load a cargo of cord wood for this city; schooner Flynn, light, for a lumber port, to load.

Memoranda: Schooner Sidonia Curley has the dealers here; schooner J. B. Anderson is in the St. Mary's river, loading sand for the Jamestown exposition grounds, and will load lumber at Norfolk for this city; schooner Grace Bennett is under charte to bring a cargo of lumber from the Rappallannock river to this port.

The two-masted schooner C. C. Wheeler, which arrived in port Wednesday with a cargo of lumber aboard from the Rappa-hannock river, was over two weeks making the trip up the bay and river to this city. She was so long on the trip that her consignees here were becoming a little anxious, though they were satisfied no harm could

have befallen her. river, and which was supposed to be the Helen Montague, laden with laths from a port in New Brunswick, turns out to be the schooner E. C. Shultz, laden with stone, from Maine. The Montague has been out over two weeks, and is due at the capes of the Chesapeake at any time.

Son Avenged Insult to Mother. Vendetta, which has caused the slaving

of whole families in Italy, yesterday was declared by the De Russo family of Mamaroneck, N. Y., against the Ferrari family, and the result was the killing of Michael Ferrari, one of the most prominent of the colony there. The shooting was done by Antonio De Russo, a stripling, who, it is asserted by the police, was urged to the deed by his father, who is alleged to have, declared that if the son did not kill Ferrarl for an insult to the De Russo family name, the boy would be disowned. The trouble arose in a saloon kept by the De Russos. It began in an altercation that was continued upon the street after Ferrari had left the place. The father was heard to tell the son: "If you do not kill him and put him out of the way you are not one of our family, for he has insulted us." The lad at first refused, but after much urging, drew his revolver and shot Ferrari through the heart, saying: "You have insulted our family and must die for it." The lad then fied. deed by his father, who is alleged to have

HEALTH DEPARTMENT'S SUM-

One Demise for Every Twenty-Two Colored Inhabitants-Children

rate in the District, particularly during the tially indicated in the daily mortality reports from the health department is analyzed today in the course of the department's weekly summary of vital statistics. The figures given are for the seven days ended last Saturday, and it is shown that in that time there were 174 fatalities, the deaths, as to race, being 83 colored and 91 white. Probably nothing in the figures given is causing more alarm than the apparently steady increase in the colored death rate, the summary showing that there was one death for every twenty-two colored inhabitants of the city, and among that race the very young children suffered most severely. The full report of the health office, with all conditions for the past week stated,

"The mortality of the current week shows a large number of the colored population to have died, there being 83 deaths of this race as against 58 during last week. These recent deaths represent a death rate of 44.7 per 1,000. During the same week of 1905 the colored death rate was 35.4. The total deaths of the white population during the week just ended was 91, which represent a death rate per 1,000 of 20.3, against 15.3 during the same week of 1905. The total number of deaths this week was 174, as compared with 132 during the same week of PLYMOUTH—CHERBOURG—HAMBURG.

\*Pennsylvania. July 14 \*Patricia. July 28
Kaiserin A. V. July 19 Amerika. August 2
†Batavia. July 21 \*Pretoria. August 4
Deutschland. July 26 Bluecher. August 9

\*Via Dover for London and Paris. †Hamburg

direct

### Under Three Years of Age.

"An examination of the colored mortality as to cause shows 45 deaths to be children not over three years old. Of these 27 dled under two years old from diarrheal diseases, while the remaining eighteen died under three years of age from miscellaneous children's diseases, among which were marasmus, rickets, inanttion, etc. There were 6 deaths from consumption, 2 from heart disease, 2 from heart prostration and 1 from sensity at the age of 110 years.

"Among the principal causes of deaths appear the following: Consumption, 15; diarrheal diseases, 45 (15 of which were white infants under two years, and 27 colored infants under two years old); kidney dis-eases, 11; heart disases, 9; malignant growths, 8; pneumonia, 5, and apoplexy and bronchitis 3 each.

show the following conditions: Typhoid Fever Increases.

### "Typhold fever continues to increase

slowly, ten new cases being reported and seven discharges (two by death), leaving 74 cases under treatment at the close of the week, as compared with 771 cases at the close of last week, and 51 cases at the close of the same week of 1905. During this period of 1905 there were 13 new cases reported. "Scarlet fever shows a decline since last

week, there being but 4 new cases reported and 8 discharged (1 by death), leaving 34 cases in quarantine. 'Diphtheria shows a reduction of 1 case

since last week. There were three new cases reported and 4 discharged (all recoveries), leaving but 6 cases in quarantine at close of this week. 'Smallpox was reduced 5 cases since last week, there being no new outbreaks reported, and 5 patients being discharged as re-

during the week just closed, of which 90 were white infants and 48 colored. "The weather conditions, as reported by the weather bureau, were as follows: Mean temperature, 77 degrees; mean relative humidity, 72 degrees; mean actual barometer 29.86 degrees. The winds were southwest, with an average velocity of 5 miles an hour, reaching a maximum of 15 miles on the 30th instant. The maximum temperature

25th instant.

PLAINANT AND OTHERS.

divorce case at Pittsburg. Robert Robinson, a county detective, yesterday received warrants charging Augustus Hartje, the wealthy libellant: John L. Welshons, a hardware dealer, and Clifford Hooe, the negro coachman, who is now in jail charged with perjury, with conspiracy in connection with the divorce case. Attorney Robb, ir., who has became a central figure in the case through his persistency in sitting on

the defendant's side of the counsel table,

states that the warrants will not be served at this time. The information was made before Alderman Festus M. King by Robinson. The information charges conspiracy and the payment of money to bribe Hooe to swear falsely to an affidavit alleging he was criminally intimate with Mrs. Hartje. The two men of wealth are furthermore accused, after securing Hooe's statement as a "going witness," of furnishing him with funds to keep out of Pennsylvania. Hooe was arrested in Youngstown, Ohio, on a charge of perjury, made by Mrs. Hartje's friends, after a search by detectives that covered half the country. He is in jail in default of

of the Farrar-Welshons Hardware Company, and prominent both socially and financially. into hot water with each other, and while J. Scot Ferguson, attorney for Hartje, complained to the court of Assistant District Attorney Robb's connection with the case and asked that he be excluded, Mr. Robb has replied with a hot statement to the effect that the criminal proceedings mentioned above are one strong reason why he

tioned above are one strong reason why he is watching the case.

Aside from the squabble between attorneys and the comspiracy suit which was entered, a blond woman is brought forward by "Tom" Madine, the Hartje coachman, who, not satisfied with his thrusts at Mr. who, not satisfied with his thrusts at Mr.

Therefore a coursed him of giving the coach with the case wide onen Hartje on Tuesday, accused him of giving him \$10 after he had driven Hartje and a tall woman in black from the entrance to Schenley Park to the Hartje home one night during Mrs. Hartje's absence in Memphis. Madine said he drove them both in a closed carriage, and that he later saw a single light in the Hartje mansion, and that in Hartje's bed room. Here is Madine's testi-

"Do you recollect Mr. Hartje taking a wo-man to the house when Mrs. Hartje was away?"

this, the first question to an important defense to infidelity.
"Yes, sir." said Madine. "Mr. Hartje

came out to me at the stable, and he told me to put the blinds down. I said 'All Then, I drove him out to Forbes street, near the park. There he met a tall woman. After that I drove him home. Then Mr. Hartje went in by the front door and out by the back door and gave me \$10.
"Did you see the woman?"

"When did you see Mr. Hartje after "He came around and gave me \$10 and said that was all." "Was there any light in the house after

Labor Leader Accused of Theft.

Samuel Platt, secretary of the House smiths' and Bridgemen's Union, was held in \$2,500 bail in a New York police court yesterday on a charge of grand larceny Louis Miller swore to a warrant on which Platt was arrested that he had paid Platt \$200 for credentials certifying that he (Miller) was a member of the Housesmiths' and Bridgemen's Union. According to Assistant District Attorney Murphy, he will produce seventeen men in court Monday who will testify that they paid sums ranging from \$150 to \$200 to Platt and two other officers

Saloons Opened With Rush Business. For the first time since April 18 San

# DEATH RATE INCREASE THE HARTJE SENSATION MONUMENT PROPOSED

WARRANTS FOR WEALTHY COM- TRIBUTE TO FORMER VICE PRESIDENT TOMPKINS.

Action comes thick and fast in the Hartje | Fund Raised by Subscription - Site Desired in City Hall Park, New York.

> There has already been subscribed in New York state the sum of \$39,108 toward the erection of a monument in City Hall Park. New York city, to Daniel B. Tompkins, who was vice president of the United States under Monroe, and was governor of New York from 1807 to 1810. He was the son of a revolutionary patriot. During the war of 1812 Daniel Tompkins

> found that the treasury was bare. Its bonds had depreciated in the market, but he secured loans to the amount of several million dellars, giving government bonds as collateral security and making himself personally responsible for any deficiency in the market value of the bonds at maturity of the loan. The payment of such deficiency ruined

him. He advanced money in behalf of the state for supplies of food, clothing and \$5,000 bail on this charge, so his situation remains unchanged. Welshons is the head transportation, and it is said none of this on the part of the state has ever been paid. Gov. Tompkins was one of the first republicans. He recommended that a day be fixed for the abolition of slavery in the United States, though he knew it would operate against his candidacy for Presi-

United States Senator Rufus King quotes this of Tompkins: "I acquainted him with the difficulties under which I had struggled for the two preceding years, the various instances in

"Thus it was, with his eyes wide open to consequences so clearly predicted, that within a brief period, at his own expense, he raised, armed and equipped 12,000 troops. Soon afterward, and within forty days' ime, without the slightest assistance from the national government, he mustered, armed and put into the field 50,000 men. When the credit of the government was low he made negotiable the note of the United States for \$1.000.000. The government failed to pay that note, and judgment was taken against the governor (Tompkins), and, it is said, all his property was sold by the sheriff. and his sick wife and young babe were turned out into the streets of New York." Years afterward the government reim-bursed his heirs with the principal, but not

the interest on the debt. Neither the general government nor the government of the state of New York have een asked to aid in the expenses of this monument. The amount has been sub-scribed by the Freemasons of the state of New York. All they ask now is "A little earth for sweet charity's sake," a few feet of ground in City Hall Park whereon to erect this bronze statue.

# Guards' Fatal Clash With Strikers

In a fight in East 103d street. New York yesterday, between a number of striking truck drivers and two guards-French and The Proceedings Instituted Under McGrave-emplayed by Buck & Schulman. grocers, against whom a strike was declared, one of the strikers was perhaps mortally wounded. Six union pickets attacked the two guards, one of whom pulled a pistol and shot Joseph Grossman, one of the striktal wound. One of the guards was stabbed. The two guards say the pickets were insulting them, and finally grew so aggres sive as to knock them down and kick them. They were outnumbered three to one, and with their fists and clubs had little show

### Porto Rican Legislature Met.

A cablegram from San Juan, Porto Rico last night reports that the extraordinary session of the insular legislature opened Francisco saloons were permitted to reopen | there yesterday. In his message to the legvesterday. Licenses had been granted to islature Gov. Beekman Wintrop recom-

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### JOINED THE MAJORITY.

Joseph B. Sanford, one of the ploncer dock builders and railroad contractors of the country, and head of the firm of Sanford & Brooks of Baltimore, died at his home in Newark, N. J. He was seventyfive years of age and a native of New Jer-Capt. Thomas C. Cowgll, three times a

tives and once of the Ohio senate, died very suddenly at his home near Kenyard, Ohio, Wednesday night. Apoplexy was the cause of his death. He was a captain in the 15th Ohio Volunteer Infantry.

Michael Anagnos, president of the Greek
Union of America, died June 29 at Turns Severin, Roumania. Michael Anagnos (also

member of the Ohio house of representa-

written Anagnostopoulos) was the son-in-law of the late Dr. Samuel G. Howe and Julia Ward Howe. George W. Householder, who started the first evening newspaper in Kansas City, the Bulletin, in 1868, died at his home there yesterday, aged eighty-one years. Mr. Householder served in both branches of the

Pennsylvania legislature during the civil Lewis S. Clark, for eight years a republican national committeeman from Louislans, died yesterday suddenly at a New Orleans hotel. He was about to go to his summer home at Lake Placid, N. Y., when stricken with acute indigestion.

Anti-Trust Law. Prosecutor David of Hancock county filed nformations in the probate court at Findlay, Ohio, yesterday against the Standard Oil Company and John D. Rockefeller. The information alleges that in 1882 Rockefeller combined individual partnership corporations into the Standard Oll Company. The purpose of this company, the informations assert, was to monopolize the production, sale and transportation of crude petroleum and its by-products. This, it is alleged, was

a conspiracy against trade and a violation of the anti-trust law. Since July 6, 1903, the information de-clares, and at all times since, the Standard Oil Company has been operating in this country through subsidiary companies,

known as the Buckeye Pipe Line Company and the Manhattan Oil Company. The Standard attorneys claimed that the probate court had no jurisdiction, because the offense, if one had been committed, they said, was a felony, and that it must be handled in the common pleas court, if handled at all Judge Banker overruled the motion and decided that his court had jurisdiction.

A COLD STORAGE FREEZE.

### Man's Arms Frozen With Mercury at 90 in the Shade.

While the thermometer simmered near 90 degrees in the shade at Philadelphia yesterday, William McMonigle had his arms frozen stiff. His face was severely frostbitten. McMonigle, who works in the plant of the Consumers' Brewing Company, was repairing a leak in the "brine" tank, in which beer is cooled, when a valve opened and a few hundred gallons of the ammonia mix-

ture poured out. On the same principle as that by which cream is congealed in an ice cream freezer, the rapid evaporation of the brine drew the heat from McMonigle's arms, freezing them. He tried to extricate himself, but could not. He finally cried out, and fellow workmen turned off the stream. McMonigle was taken to St. Mary's Hospital, where the surgeons say that amputation of both arms may be necessary.

Long Term for Swindler Borges. Ferdinand E. Borges, formerly of Indiana, and one of the promoters of the Ubero

Plantation Company, was sentenced at Boston yesterday to serve from twelve to fifteen years in state prison for larceny and conspiracy. Borges was convicted on seventy-three counts of larceny and one of conspiracy in connection with the affairs, of the Ubero company. He was indicted with former Representative Owen of Indiana, who has not yet been arrested. The terms of the sentence provide hard labor. Before pronouncing the sentence Judge White declared that the evidence showed that Borges was no less than "a common and notorious thief." The tstimony at the trial indicated that the defendant, by false statements as to the character of the Ubero property, had induced many people to invest in Ubero stock, and that they had been defrauded out of large sums of money.

Wealthy Scion Weds Working Girl Frederick Tudor, gas magnate and clubman, married Miss Amy Isabel Logan, a pretty stenographer, at the home of the bride's sister, Elm Hill Park, Roxbury. Mass vesterday. The couple started at once on an automobile honeymoon trip. The announcement of his engagement last month created a sensation in the Back Buy district, where the wealthy young man had been received in the most exclusive society. Although Miss Logan is from a good family, a distant relative of Gen. John A Logan, the fact that she was a stenographer and earning her own living gave police society a shock. The Tudors claim descent from the royal house of England, and the bridegroom was considered one of the most desirable catches of the season. He credesirable catches of the season. He created some excitement in a street car soon after his engagement, when he discovered a picture of his flance in an advertisement on the car. Excusing himself to a woman sitting under the advertisement, he tore it out and thrust it into his pocket.

MARY OF VITAL STATISTICS.

Suffer Most Severely.

The recent enormous increase in the death

"The changes recorded in cases of con-tagious diseases reported during the week

covered, leaving but 2 cases in quarantine.
"The records of births show 138 reported The maximum temperature was 95 degrees, on the 30th instant, and the

# against their assailants.

about 600 drinking places and all did a mends the building of a new steamship rushing business. Extra policemen were pier, the money to be taken from the \$1,000,detailed for duty in all blocks containing 000 loan available for public improvements. saloons, but no trouble occurred. Saloon The governor disapproves of the purchase licenses are now \$500 a year, against \$84 of the New York and Porto Rico steamship











